

QUESTIONNAIRE
GREEN PARTY OF ALAMEDA COUNTY
2014 ENDORSEMENT DECISION

Please email your responses to: GPAC-VoterGuide@yahoogroups.com
In the subject line, please include "BART Board" and your district number.

If it is not possible for you to email, please mail your responses to:

BART Board Questionnaire
c/o Green Party of Alameda County,
2022A Blake Street * Berkeley, CA 94704

Please respond by Saturday, August 23, 2014.

Name: Lena Tam

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Website: www.lenatam.com

1. Please give a summary of your background and qualifications for the office of BART Board.

I have served in elected and appointed office for over 15 years, and have a proven track record of preserving open space, and creating green jobs with transit-oriented project. During my tenure as chair of the Alameda County Planning Commission, Vice-Mayor of the Alameda City Council, and chair of the Alameda County Energy Council, I have promoted, voted and advocated for a number of initiatives that protect our environment and advanced environmental justice:

- *Represent Alameda on Stopwaste.org and Environmental Policy Committee of the League of California Cities and adopted ordinances to ban Styrofoam and plastic bags and fees to dispose of household hazardous waste*

- *Adopt Green Building Ordinance (2009) and Climate Change Action Plan to reduce the City's carbon footprint and enact several green initiatives*
- *Adopted Civic Bay-Friendly Landscaping Ordinance to promote sustainable landscaping practices for civic and public/private partnerships that exceed \$100,000 in construction costs (2009)*
- *Adopted greenhouse gas reduction goal of 25% below the 2005 baseline level (2008) and Local Action Plan for Climate Protection.*
- *Joined the East Bay Green Corridor, a partnership of cities, universities, community college districts, and Lawrence Berkeley National Lab to develop and expand the regional green economy.*
- *Built two transit-oriented projects for seniors , the disabled and low income residents, including the Park Central Apartments and the Jack Capon Village in Alameda*
- *Increased recycling and composting programs in Alameda County to divert waste away from landfills*
- *Implemented programs resulting in Alameda Municipal Power securing over 80% of its power from renewable resources.*
- *Served on the Board of Directors of Save San Francisco Bay*

2. (For incumbents) How would you assess your own job performance? Please give some specific examples of accomplishments and setbacks? (N/A)

3. How would you go about leading change that would result in better coordination between BART and other transit providers, especially AC Transit? What could BART do to improve its coordination? Can you share some ideas about what you would do differently?

BART can participate in existing Interagency Liaison Committees, such as the one between AC Transit and some of the cities it serves. The current committee is a good model, with quarterly meetings to "check-in" with each other's projects, and to coordinate and share information about possible state and federal funding.

Funds are needed to achieve and maintain a state of good repair in addition to updating the system to meet the growing demand. BART has one of the highest fare box recovery rate ratios in the country, so with increased ridership, BART will benefit from increased revenues. Coordinating with other agencies to improve feeder service, as well as looking into options to increase ridership during non-peak hours or in reverse commute directions can also increase ridership and revenues without adversely impacting passenger comfort.

In addition, the Clipper program has added to customer convenience in terms of making multimodal trips easier with a single payment system. I would look at new

interagency transfer incentives to encourage BART customers to take AC Transit to and from the BART stations.

4. Where do you stand on the proposed extension of BART service to Livermore? Further into Contra Costa County (for example Brentwood)? How would you ensure that the Board proceeds responsibly in whatever direction it goes, on these proposed expansions? How do your priorities compare with the BART Board's historic planning and priorities for expansion? Which do you prioritize, expanding the system or increasing capacity within the core? What is the logic behind your prioritization?

As a long-time BART rider in District 4, I believe the core system repairs are critical and should have a higher priority. If there is expansion of BART services, I would like to see a new station in Alameda to increase service associated with transit-oriented development at Alameda Point and Oakland's Howard Terminal. I would work with our state and federal elected legislators to actively increase funding and consider all options, including beneficial instances of public private partnership, for core system improvements to make BART's current commitment of \$8 billion core system improvement program.

5. How would you work to minimize the financial impact of the San Jose extension on the core system?

The fares of the San Jose extension project should be higher in order to improve cost recovery with limited impact on the core system, similar to the Oakland Airport Connector.

6. What would you do to ensure that a boondoggle project (like the Oakland Airport Connector) would not happen again?

I would work with other Board members to focus on priority projects at BART's core, particularly those where other transit agencies like AC Transit or Muni do not provide.

7. Does BART still need a systems expansion department? Why or why not? ***No, there are more pressing issue that need to be addressed at this present time.***

8. Are you satisfied with employee productivity? If not, have you any proposals to increase employee productivity?

I would work with staff and the bargaining units to look at staffing levels and distribution in order to determine if there are problems with productivity.

9. BART has identified \$17 billion needed to keep facilities in a state of good repair. How do you plan to generate funds to maintain BART in a state of good repair?

Based on my review of BART 2015 budget, over \$100 million of operating surplus is being used for core system improvements program, with an expenditure of \$1 billion over the next 10 years. As an elected city official, I have advocated for passage of Alameda County Measure BB, which will provide \$750M for BART to keep facilities in good repair.

10. What kind of cost savings do you suggest for BART?

Cost savings plan for BART would have many layers. First, I think increased utilization of BART is import to current funding levels. When I take BART and speak with rider, many do not believe fares should be raised. Second, a rewards program for managers that operate more with less should be put in place, ensuring that projects do not go over budgets. Third, we need goals that that include incentives for coming below budget allocations from efficiencies.

11. What is your opinion of the MTC and its funding priorities for transit?

The cities in District 4 (Oakland, Alameda and San Leandro) have benefitted from MTC funding in evaluating the viability of transit-oriented projects. Funding priorities should focus on multi-modal transit throughout the Bay Area.

12. What will you do to ensure that housing development on BART-owned properties provides below market rate (i.e. "affordable") housing, allowing low-income folks (who are the most transit dependent) the ability to live within walking distance to BART?

Affordability of housing requires significant public subsidies because of land values. BART can offset this cost by looking working with affordable housing developers to build transit-oriented projects on its surplus property.

13. Would you support a regional plan for back up in the event of a BART interruption of service? What would that be?

I would support a multi-modal regional plan, particularly in the Bay Area with the use of the ferry system, which saw its ridership double during the two BART strikes last year.

14. What will you do to expand "owl service" or to run BART 24hrs per day, the way NYC can run their trains 24 hrs per day?

BART can coordinate with regional transit operators because they are a feeder service. For example, improved coordination with Muni and AC transit can help to provide a night time

service for the Bay Area, enabling BART to transport people to West Oakland and perhaps another station in Contra Costa at 2:00 am in the morning, the buses could be there to pick them up and deliver them into Alameda and Contra Costa.

15. What do you think about the plan for bikes on BART at all hours?

I would like to assess the number of bicyclists that need their bikes only to get to BART and would leave their bikes at their originating station if they could be assured their bikes would be safe and intact when they returned. BART has good programs for accommodating bicycles on trains during non-commute hours, and may be able to accommodate bicycles with one dedicated car in a train during commute hours

16. Do you believe that public sector unions should have the right to strike? Please explain your answer.

Yes. Strikes are expensive for all parties, and while they rarely occur, it is part of the collective bargaining process that balances power, that is the potential for the strike helps balance that power. The potential itself leads to a kind of pressure to make a deal for both the employees and the employer: The union knows it has to build support for collective action and has to ask its members to make that sacrifice to not get paid, and for the employer it creates a deadline to make a deal.

17. Regarding the recent strike (including the hiring of Thomas Hock of Veolia Transportation) -- do you think the Board should have handled it any differently? Please explain.

Yes, the Board should have handled the strikes differently and taken leadership in observing or directing the negotiations.

18. Please give an example (if applicable) of when you took a position different than management's position. Please describe how you, as a Director, will be independent from management.

As an Alameda City Councilmember, I have taken a number of positions that are different than staff or management recommendations, particularly related to land use (open space designations) initiatives or studying the need for affordable rental housing.

As a BART Director, I will research the issue, solicit and listen to all sides, including staff before arriving at a decision.

19. How can you help strike a better balance between community service police and BART police, in terms of safety and funding?

Safety in parking lot can be improved with better lighting and with community involvement of coordinating and working with the sheriff and municipal police

departments. As BART police fills its vacancies, riders believe that the increased presence of officers in stations and trains officers will help.

20. Discuss the reforms for BART police since Oscar Grant. Do you feel these changes are adequate?

My understanding is that BART Police implemented about 65% of the recommendations from an independent auditor following the Oscar Grant shooting. More progress needs to be made. For example, BART police officers now wear cameras and record interactions with passengers.

21. What are your thoughts on having an armed BART police force?

BART Police, like the rangers at the East Bay Regional Park District, undergo training on the use of force and firearms like other municipal police officers. While used infrequently, it is one tool that is necessary to protect an officer and the public's safety.

22. Other ideas you have to provide better service? To reduce noise?

Within District 4, particularly at the 12th Street BART station, I would like to see improved frequency of trains with available seating during commute hours.

23. Please describe the sources of the financial contributions your campaign has received. Please identify any sources from which or from whom you would not accept donations. *I have received campaign donations from friends, family, elected officials, and labor unions.*

24. What endorsements have you received thus far?

***John George Democratic & Stonewall Club
Black Women Organized for Political Action
Alameda Chamber of Commerce
Alameda Labor Council AFL-CIO
International Association of Fire Fighters Local 595 (Alameda), Local 55 (Oakland/San Leandro)
Amalgamated Transit Union Local 1555
Teamsters Local 70
Service Employees International Union Local 1021 (BART)***

***John Chiang, California State Controller
Rob Bonta, Assemblymember, District 18
Paul Fong, Assemblymember, District 28
Bill Quirk, Assemblymember, District 20
Ellen Corbett, Senator, District 10
Fiona Ma, Assemblymember, Retired
Sandre Swanson, Assemblymember (Retired) Deputy Mayor, Oakland
Betty Yee, Board of Equalization***

Richard Valle, Board of Supervisors, Alameda County
Wilma Chan, Board of Supervisors, Alameda County
Patrick O'Connell, Auditor-Controller, Alameda County

Willie Brown, Former Mayor, San Francisco
Don Perata, Senator Pro Tem (retired)

Marie Gilmore, Mayor, Alameda
Tony Daysog, Councilmember, Alameda
Stewart Chen, Councilmember, Alameda
Marilyn Ezzy Ashcraft, Vice-Mayor, Alameda
Barbara Kahn, Boardmember, Alameda Unified School District
Margie Sherratt, Board President, Alameda Unified School District
David Burton, President, Alameda Planning Board
Stanley Tang, Alameda Planning Board
John Knox White, Alameda Planning Board
Dr. Robert Deutsche, Alameda Healthcare District Board of Directors

Frank Mellon, EBMUD Board of Directors
Bill Patterson, EBMUD Board of Directors
Katy Foulkes, EBMUD Board of Directors
Mark Williams, AC Transit Board of Directors
John Chiang, Mayor, Piedmont
Gilbert Wong, Mayor, Cupertino
Don Biddle, Councilmember, Dublin
Wayne Lee, Mayor, Milbrae
Margaret Abe-Koga, Former Mayor, Councilmember, City of Mountain View
Erlene DeMarcus, Former BART Board of Directors
Meredith Brown, Peralta Community College Board of Trustees
Bill Withrow, Peralta Community College Board of Trustees
Abel Guillen, Peralta Community College Board of Trustees, President

Benny Lee, Councilmember, San Leandro
Ursula Reed, Councilmember, San Leandro
Diana Souza, Councilmember, San Leandro
Pauline Cutter, Councilmember, San Leandro
Dr. Hal Gin, Board of Trustees, Chabot-Las Positas

Andy Kelley, East Bay Young Dems
Phil Tagami, California Capital and Investment Group, CEO
Greg McConnell, Jobs & Housing Coalition, CEO
Ted Dang, CEO, Commonwealth Real Estate Interests
Tony Corica, Alameda Golf Commissioner

Please see www.lenatam.com for complete list of endorsements.

25. Please add anything further you wish to tell us so we can make a good decision.

BART's goals of alleviating traffic gridlock and reducing greenhouse gas emissions mean we need a functioning system. My knowledge, skills and experience have resulted in a proven track record of resolving issues that will keep BART moving to achieve these goals.